

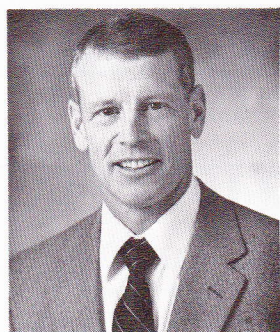
# IDAHO AVIATION REPORT



VOLUME 35, NO. 3

FALL 1989

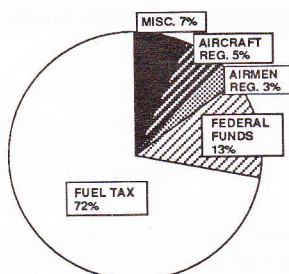
## CHIEF'S BRIEF



Bill Miller

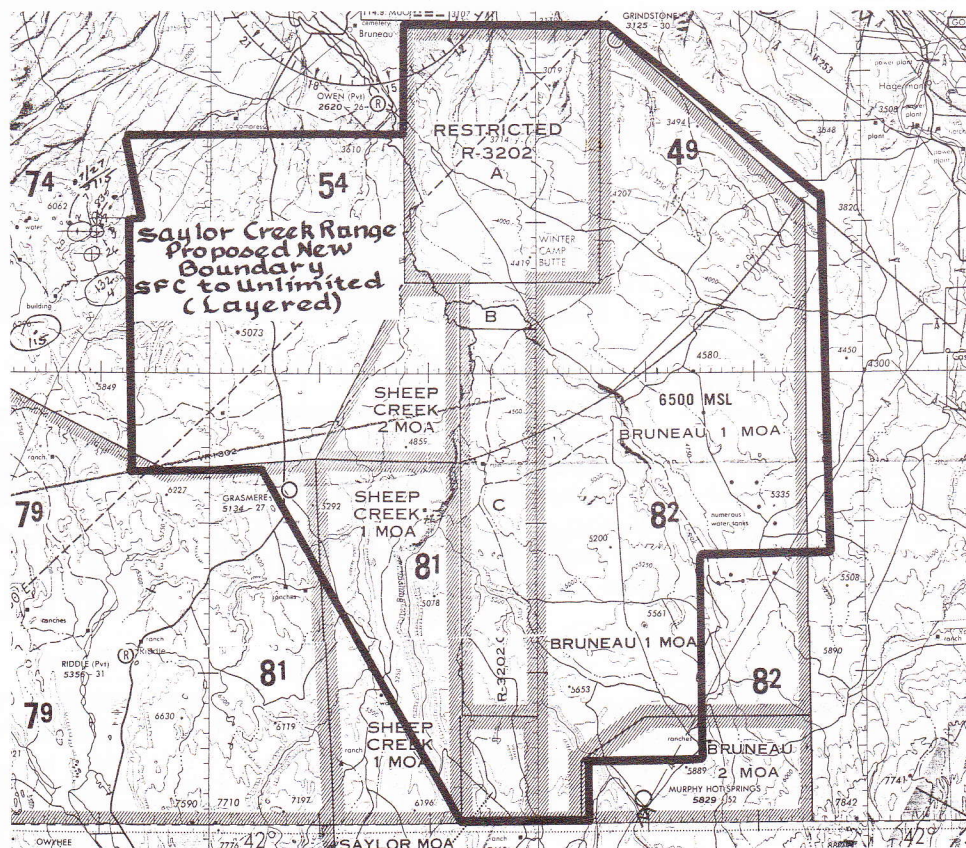
### Financial Report

Fiscal year 1989 ended 30 June, with Aeronautics revenues of \$1.01 million and expenditures of \$1.12 million. Three main sources of revenue fund the Bureau's operations: aircraft registration, airmen registration, and aviation fuel tax.



FY 89 REVENUE  
\$ 1,011,610

See back page



## SAYLOR CREEK BOMBING RANGE EXPANSION PROPOSED

The Air Force has announced their intention to make some major changes to the Saylor Creek Bombing Range along with the Department of Defense base realignment plan. They are seeking to expand the current range facilities to accommodate the increased number of aircraft to be located at Mountain Home AFB.

The range is considered inadequate now for the 58 F-111's stationed at the base, and when the realignment takes place, there will be more than 100 aircraft using the tactical range facility.

The Bureau has been in contact with Air Force officials at Mountain Home AFB

and Tactical Air Command Headquarters, in an effort to stay informed on the issue. We have informed these officials that it is our responsibility to keep general aviators in Idaho aware of the impacts these various proposals may have on flying activities in the State.

Their replies have been responsive and informative. The accompanying chart shows the proposed boundaries for the expanded range. The airspace would be restricted by layers of surface to FL240, FL240 to FL290 and FL290 to unlimited.

At this early stage of the process it is

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## SAFETY – WHO IS IN CHARGE?

The title "Pilot in Command" is not just a title allowing airline pilots to wear four stripes on their uniforms. Pilot in command refers to all aircraft and all flights. Everytime an aircraft is started with the intent for flight, there must be a pilot in command.

The pilot in command assumes the responsibility for the aircraft and the passengers throughout the flight. This responsibility cannot be passed to another pilot except in rare cases, even though he or she may be flying the aircraft.

The question who is "Pilot in Command" is generally not hard to determine. However, when an aircraft is owned by more than one pilot and both are in the aircraft then they should designate one as the PIC.

This question of who is in charge will only be important if there is some problem such as a crash, flight violation, or some other irregularity. For this reason, it is important to designate the pilot in command prior to any flight.

### Idaho

#### Transportation Department

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Director KERMIT KIEBERT

Deputy Director GEORGE NEUMAYER

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Aeronautics Advisory Board

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Bureau of Aeronautics

3483 Rickenbacker Street

Boise, ID 83705



Ron Kitchell works on a new camp shelter at the Smiley Creek Airstrip.

## SCHEDULED FAA FACILITY ACTIONS

Location	Facility	Remarks	Effective
Boise	Automated FSS	Scheduled Commissioning	09/90
Hailey	Tower	Scheduled Commissioning	11/01/89
McCall	VORTAC	New Name is "Donnelly" (DJN)	01/11/90
McCall	NDB	Rescheduled Commissioning	11/16/89
Mountain Home	Radar	AFB radar beacon data from Hailey and Magic Valley Area will be used by Salt Lake City ARTCC	12/31/89

## SAYLOR CREEK

From front page

safe to say that nothing appears to be "set in concrete." It seems very likely that some change to the current range area and status will occur. The initial proposal would have some effect on direct line flight between Boise and Elko. There would also be a significant impact to any low level flying local ranchers may do for range/stock surveys.

We will have a continuing column

in the Idaho Aviation Report to keep you informed of the progress being made on this project. We encourage you to let us know if you have comments that would be significant to the proposal to expand this range facility. Contact Bill Miller, John Maakestad or Ray Glidden at the Bureau of Aeronautics (208) 334-8775.





*This new shower and restroom building is now open to the public at Smiley Creek.*

## IMPROVEMENTS AT SMILEY CREEK NEAR COMPLETION

After two years of work, the project designed to improve facilities at the Smiley Creek Airstrip will be 90% complete by the fall of this year.

According to Dennis Loosli, Bureau Maintenance Supervisor/Airports, only minor finishing touches will be required next spring to make the new facilities available to aviators using the airstrip.

The work, which began in the summer of 1987, involved the building of caretaker quarters, installation of a sprinkler system for the airstrip, perimeter fencing and campground facilities. The campgrounds include three sites with shelters, tables, water outlets and cooking pits.

There is also a large grass covered common picnic area for large groups who may want to plan a fly-in activity. There will also be a set up for volleyball and horseshoe pits so the athletically gifted aviators can demonstrate their prowess.

We think you'll see the evidence of the hard work and effort that have gone into making Smiley Creek Airstrip a truly recreational aviation facility. Plans are now underway to have a gala "open house" event next year to kick off the use of these new facilities.

We hope to make this a major aviation event coordinated with the Idaho Aviation Association and the Centennial year activities. Specific dates and event schedules will be published in later editions of this report.

## MIDAIR COLLISIONS CAUSED BY LACK OF COMMUNICATION

### *Idaho Wing Civil Air Patrol*

The origin of the statement that 'Talk is Cheap' sure didn't begin in the aviation community. A study of midair collisions found that more than 50 percent took place within five miles of, and 1,000 feet above, uncontrolled airports during VFR conditions.

This points the cause toward lack of proper communications procedures and not maintaining a "Heads Up" attitude for other air traffic. With the large number of uncontrolled airfields in Idaho, we must constantly work to improve our skills.

There are, generally speaking, no regulations requiring radios during VFR operations at uncontrolled airports, however, pilots who have radios and know how to operate them properly have a distinct advantage. The Airman's Information Manual (AIM), AOPA's Handbook for Pilots, plus many training manuals contain guidelines for radio traffic advisory.

There are three basic categories for proper radio procedures: making sure you are on the right frequency; clearly state your position and/or intentions; and use the right phraseology. A radio transmission filled with "Ten Four," "Roger Over and Out" and chitchat will do nothing for your image especially if you're on the wrong frequency.

Having to repeat a transmission while you are working approach or departure can be distracting, so speak clearly and slow enough to be understood. When not transmitting, know and monitor those frequencies that are important to your area and type of operation.

Invest in a good quality microphone, place it to your lips while transmitting, and speak clearly. Listen before you key the mike, say what needs said and give the frequency back for the next guy's use.

If you sound and act professional on the airwaves when you announce your position and intentions, you can bet that those in your area will be looking extra hard for that heavy hauler transport that they think you are. As you speak, so you are.

Airborne communications is a vital link in successful SAR operations of the Idaho CAP and that was very evident during the SAR exercise hosted by the McCall CAP Squadron 16-18 June.

**Raleigh Robinson**  
*Idaho/Wing Civil Air Patrol*





Gwen Lough helped out at the Family Fly-in.

## THIRD ANNUAL FAMILY FLY-IN IS SUCCESS

The Third Annual Family Fly-in was held in Coeur d'Alene July 20 thru 23rd. Over 400 aircraft turned out for this year's event and nearly 1000 pilots participated in the FAA's Wings safety program.

A barbeque was held at Farragut State Park and the evening was topped off by guest speaker Rod Machado. Twenty-eight seminars covered pilot-controller communications, density altitude, mountain flying, survival techniques, and FAA regulations.

The event was very successful and plans are underway for next year. The Idaho Bureau of Aeronautics would like to express a special thanks to Gary Rinehart, Mel Spelde and his staff at Empire Airlines, the Coeur d'Alene Civil Air Patrol and all the other volunteers who worked hard to make the event successful; of particular note was the Shep-Rock Foundation donating hangar and meeting room space and other direct support.

We are looking forward to next year's event and plans are underway to improve and expand to accommodate an even larger number of aircraft and pilots.

# PRIORITIES, SEPARATION AND THE PRACTICE APPROACH

Many pilots feel that filing IFR for the purposes of conducting approaches will afford them priority over other arriving or departing aircraft. Often, this isn't the case. Controllers will try their best to accommodate your requests, however, whether it be VFR or IFR, practice approaches do not have the priority you would like them to.

The FAA Controller Handbook states "Except for military aircraft operating at military airfields, ensure that neither VFR or IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. Authorize, withdraw authorization or refuse to authorize practice approaches as traffic conditions require."

This does not mean that where a "hole" is available in the approach sequence you will not be given a chance to use it. But that the controller should not delay other aircraft to "build a hole" where one did not exist.

The Airman's Information Manual defines a Practice Approach as "An instrument approach procedure conducted by a VFR or an IFR aircraft for the purpose of pilot training or proficiency demonstrations."

As we all know an IFR aircraft practicing approaches is given IFR separation throughout the entire flight. It also is entitled to published missed approach procedures when other instructions have not been issued.

The VFR aircraft practicing approaches is a different story. VFR practices are given a "modified" IFR separation only from the point at which the approach clearance is issued, or when the aircraft enters TRSA/TCA airspace, to the missed approach point.

How is the separation modified? First, 500 feet vertical separation may be applied between VFR aircraft and between a VFR aircraft and an IFR aircraft (except for heavy jets). Second, visual separation may be applied during VFR conditions (FAR 91.67). None of these procedures allows the pilot to deviate from FAR 91.105 and the pilot responsibility to see and avoid other traffic while operating in VFR conditions.

How else is a VFR practice approach different? We already know that missed approach procedures are not authorized unless specifically requested and approved by the controller. Additionally, no separation is provided to the climbout portion of the approach unless you are in a TCA, ARSA or TRSA.

Controllers will also instruct VFR aircraft requesting an instrument approach to maintain VFR. This is to preclude misunderstandings between the pilot and controller as to the status of the aircraft. If you wish to proceed in accordance with instrument flight rules, you must specifically request and obtain, an IFR clearance.

At airports without a tower, pilots wishing to make practice instrument approaches should notify the facility having control jurisdiction of the desired approach. When authorization is granted to conduct practice instrument approaches to an airport with a tower, but where approved separation is not provided to aircraft conducting practice approaches, the tower will approve the practice approach, instruct the aircraft to maintain VFR and issue traffic information.

When you notify an FSS providing Airport Advisory Service to the airport concerned of the intent to conduct a practice approach and whether or not separation is to be provided, you will be instructed to contact the appropriate facility providing approach service prior to initiating the approach. At airports where separation is not provided, the FSS will acknowledge the message and issue known traffic, but will neither approve or disapprove the approach.

Here are some things to remember:

1. If you are not on an IFR flight plan you should always state "practice approach" when making the request. Pilots on an IFR flight plan may wish to alert the controller that you are making a practice approach so that in good weather your missed approach doesn't come as a "surprise."
2. Before practicing an approach you should inform the approach control facility or tower of the type of approach to be made and how you intend to terminate it.
3. Except in an emergency, aircraft cleared to practice an instrument approach must not deviate from the approved procedure until cleared to do so by the controller.

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*Allan and Sharon Gliege are busy at their new AVCENTER in Pocatello.*

## ALLAN GLIEGE WAS HOOKED EARLY ON FLYING

One of the keystones of general aviation is characterized by people who have a long history of involvement with flying. Typically, they relate stories of having developed a fascination with airplanes, usually at an early age, and then finding some way to be involved with planes and flying for the rest of their lives.

Allan Gliege, of Pocatello, pretty much falls into that category. A native of the plains of North Dakota, he was given his first airplane ride by the late Art Scholl in a Twin Beech. According to Allan, the ride wasn't just at treetop level but "... in between the trees out of an airstrip that most people would maybe use a Cessna 182.

It was exciting . . ." From that point on he was hooked. Initially trained as an aircraft mechanic, he subsequently went through the requirements to get his pilot license as well. He now flies with a Commercial rating and is an authorized Pilot Examiner for the FAA.

Allan and his wife Sharon moved to the "Gate City" in the mid-60's and in 1969 he joined the ISU staff to teach in the school's VOTECH Aircraft Mechanic Training Program. Following that, he worked for the Simplot organization as their aviation service manager.

In 1979, they opened the AVCENTER FBO on the Pocatello airport. Many of you will remember the old trailer along the ramp at the airport that housed the operation. Probably a few of you got your first look at the "glamour of aviation" from those humble digs.

After bearing up through some very lean years, the Gliege's have just opened their new operating center

this year. Located next to the airport fire station, the building still smells of fresh paint, although the doors officially were opened on 1 February of this year.

The Gliege's are strong advocates of finding the means to rebuild our general aviation community. They sponsor pilot workshops at the AVCENTER on a regular basis. Allan commented that the future rests on the number of people who can be brought into and kept flying.

To that end, he has dedicated much of his effort to provide a quality flight training program for the community. Their records show more than 30 people actively involved in training from private pilot up through ATP ratings.

Allan Gliege is a reflection of the kind of people who contribute to the health of the aviation industry. He would be the first to tell you that it will still work if he isn't there, but we know it sure works better with him around.



# PRESIDENT OF 99s TRAVELS TO JORDAN

The Ninety-Nines have had a busy and productive summer. Our International President, Gene Nora Jessen, gave an inspirational speech to the International Air Congress in Amman, Jordan, having been personally invited by King Hussein. After leaving Jordan, she traveled to Israel where she inaugurated the first Israeli Chapter of 99s and added to our ever growing list of international members.

Gene Nora attended Oshkosh, and awarded the wonderful Avid Flyer Aircraft to a 99 from Bakersfield, Calif., Geneva McNamee. We were sure hoping that someone from Idaho would win the Avid Flyer. We had such wonderful response to our sweepstakes.

Thank you so much for supporting our projects. Did you know that the 99s have the largest scholarship fund in the world for women pilots? Over a million dollars has been disbursed since the initial year 1937. It started as a memorial scholarship for Amelia Earhart.

A large number of the professional pilots flying today have had some contribution from this fund. The sweepstakes money will be dedicated to the restoration of the home that marks Amelia Earhart's birthplace and hopefully, to the creation of a touring home and museum. (Your contributions will still be accepted, and they are tax deductible!)

The Intermountain Chapter of 99s, located in North Idaho and Spokane, provided a courtesy booth at the Coeur d'Alene Family Fly-In. They did a great job representing the 99s, and keeping their tent from flying away in the wind.

We are very proud of the many talented and dedicated women who work so hard for the 99s. Most of these women hold full time jobs and work at other charitable pursuits as well. One of our local members, Carolyn Martell, was featured on the front page of the Idaho Statesman, feature section.

She is a quilt designer, extraordinaire. She designed a beautiful aircraft quilt for the Idaho Chapter, which we raffled off to raise money for scholarships. The quilt was donated to our headquarters building in Oklahoma City to be placed on permanent display. It was just too beautiful to be used every day!

This fall we will be attending our Section meeting in Bend, Oregon, where we will meet with the other members from the Northwest and Alaska. This will be a short three days of Safety Seminars, Meetings and Fun! Safe Flying.

*Anita Lewis*

# CASCADE RESERVOIR AIRSTRIP UPDATE

Thanks to many aviators and others who responded to the Cascade Reservoir Management Plan questionnaire, the proposed reactivation of the Cascade Reservoir airstrip will be an "issue" in the Bureau of Reclamation's upcoming management plan.

This means that Reclamation would then be able to take actions to allow the state to reopen the strip. These actions would be possible in 1991. I am optimistic about the outlook and thank all of you for responding to the questionnaire.

*Bill Miller*

# THE IDAHO AVIATION ASSOCIATION IS OFF TO A FLYING START

At this writing, the membership of the IAA numbers 168 and is growing daily. From the official beginning at the general membership breakfast meeting at Silverwood in July, members have taken an active interest in supporting the goals and purposes of the organization.

The first meeting was highlighted by several official actions, including the approval of the by-laws and selection of statewide officers, and the awarding of several door prizes. The Grand Prize included a week-end trip to Seattle with tickets to a Mariner's baseball game, overnight stay at the SEA-TAC Red Lion, and some free gas from Flight Craft at Boeing Field.

Since then, regional meetings have been held to continue the formation process. Officers are being elected in each region to represent the interests of the members and to identify issues and programs that relate to those interests.

Several important programs have been identified as issues the IAA intends to have voice in deciding outcomes. Committees or key people have been selected to represent the Association's positions addressing Wilderness Airstrip Access, the re-opening of the Cascade Reservoir Airstrip, and the Saylor Creek Bombing Range Expansion Proposal.

The Bureau, in coordination with the IAA, is in the process of trying to establish a Fly-in next summer to inaugurate the new facilities at the Smiley Creek Airstrip. The plan at this point is to have the event included in the Centennial Year calendar of events and hold a general membership meeting similar to this year's meeting at Silverwood.

Any ideas or comments you might have to help make this proposal a successful activity should be forwarded to Anita Lewis in Boise at (208) 384-5376.



## FIRE SEASON CREATED MANY RESTRICTIONS

The recent fire season necessitated a large number of temporary flight restrictions in our State. The Administrator of the FAA issued a NOTAM to establish Temporary Restricted Areas under FAR 91.91.

They are necessary in order to (1) protect persons and property on the surface or in the air from a hazard associated with an incident on the surface, (2) provide a safe environment for the operation of disaster relief aircraft; or (3) prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest.

Because of the large number of fires this past season many of these restricted areas were needed. The visibility in general was poor (with smoke) and there were many different types of aircraft operating in the area.

These temporary restricted areas do not prevent a pilot from going to and from an airport that may be located within the area — you must, however, not hinder or interfere with the operations being conducted. Also, you should call the agency concerned and find out what aircraft are operating and if possible what frequency they are monitoring.

The temporary areas do cause some inconvenience but they are necessary for the safety of operations for the firefighters and pilots transitioning.

For the safety of all concerned when flying in and around these areas, contact the nearest FSS for the locations and size of the areas and above all, keep a sharp lookout for aircraft.

## LISTEN TO WHAT YOUR AIRCRAFT IS SAYING

It was to be his last flight with the company. He was moving up to a great corporate job flying jets. He had been a Rhodes scholar. Had also been a Navy carrier fighter jock. No dummy. He was a P-3 Orion reserves pilot and an Idaho back country air taxi pilot.

He had a reputation for flying by the numbers, and could get more out of a Cessna 207 than most of us. This time he was working a Cessna 402 freight hauler.

He was cool, professional, even to the end. Communicating with the tower, he first reported the right engine on fire, said he was caging it and returning to the airport. He next reported that he couldn't get the fire out and that he would land short of the runway. His third, final transmission was, "The wing is coming off. I am going down."

That good man was a friend of mine. A few months after his terrible, fatal accident another friend, a mechanic who did some contract maintenance for the freight company, filled in a few more details. Just prior to his final flight leg the pilot had stopped by the hangar, and had mentioned that the right engine was running hot and rough with erratic EGT readings.

But he had a schedule to keep, a jet to meet in Utah. And he didn't think the problem was important enough to have the mechanic check it out. The investigation revealed that an exhaust pipe was burned out and had been partially covered with duct tape (**not** by the mechanic I talked to). 1600 degree heat had been blasting directly on the front aluminum wing spar, which eventually caught fire and failed.

I was upset enough to splutter something about "murderously incompetent maintenance." Without disagreeing with me, the mechanic said something unexpected that I've thought about a good many times since then: "yes, and that airplane was trying to tell him. He should have listened."

How do airplanes talk? I once saw a crazy cartoon showing a grammarian supposedly learning "basic duck," and going "quack QUACKACK quackquack! Quack quack quack quack" with a lot of passion. A duck or two were looking at him with somewhat blank expressions, maybe thinking, "Can't he say anything right?" Communicating with airplanes, though, you don't have to speak; all you have to do is listen, and do something about what you hear, when the machine is screaming, "Fix me!"

Do airplanes have souls? If they do, then surely they have an instinct for self-preservation. If they don't they still seem to possess something like emotions that express themselves in happy sounds when all the components are working together, doing their thing, and doing it right. And if they don't even have emotions, by golly they do have character!

We have long attributed names, personalities, and even souls to objects responsible for safely carrying human beings; the objects include sailing ships, trucks, cars, and airplanes. And everyone knows that supposedly identical models perform and communicate differently. Why? Personality. Even if it is undistinguished at first, while its paint is still fresh, the new machine soon begins to change, and gets into sync with its owner.

If there gets to be a clash of personalities, the owner parts company with the machine. More often, the owner gets very attached and develops a serious relationship with the "object." For us pilots, there is a definite plus to such relationships. You get to know your own aircraft, inside and out, better than anyone else. Your ear is so attuned that you know just how your plane is "feeling" on any given day.

You are attentive to its "soul," its "emotions," and especially its ailments. That understanding is important. Learn your bird's language and it can save both your lives.

If it shows a nasty disposition, a devilish streak, giving you one problem after another, think about dumping it. But first ask yourself, "Have I been treating my machine like a machine? Have I been honestly listening to its complaints? Have I developed a good bedside—or wingside—manner?"

Patients resent doctors that treat them like machines, not taking time to ask how they are feeling or—even worse—doctors that ask the right questions but don't listen to the answers.

Once you start listening to your plane, don't turn it into a hypochondriac by exaggerating its symptoms and over-reacting at every little burp or noise. But do

see back page

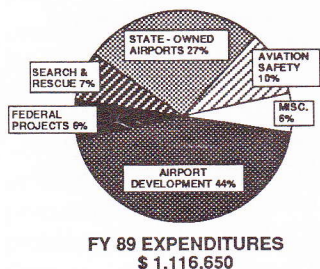


## CHIEF'S BRIEF

From front page

Additional revenue comes from federal funds and miscellaneous sales, other receipts and donations. The share of total FY 89 revenue from each source is shown on the pie chart.

The Bureau is authorized by law to provide aerial search and rescue, promote aviation safety, provide financial and technical assistance to airports, operate and maintain state airports, and to promote aviation. Costs to operate these programs are shown on the expenditure pie chart as a percent of total expenditures.



### Airport Grant Program Meetings

The Bureau of Aeronautics held meetings around the state in September to discuss needed airport construction and whether the Bureau's airport grant program is adequate.

The opinions and reactions from the meetings will be used to decide whether a funding increase is warranted. Thanks to all of you who participated. If you have not yet made your opinions known, you should contact the Bureau of Aeronautics and be heard.

*Bill*

## CALENDAR OF EVENTS

Date	Activity	Location	Contact/Time
<b>October</b>			
4	Brown bag lunch	Boise FFA Office	Noon John Goostrey 334-1238
<b>November</b>			
1	Brown bag lunch	Boise FFA Office	Noon John Goostrey 334-1238
<b>December</b>			
6	Brown bag lunch	Boise FFA Office	Noon John Goostrey 334-1238

## AIRPORT DIRECTORY CHANGES LISTED

### Airport Managers

**Arco:** Scott Smith, P.O. Box 376, Arco, ID 83212, Tel. 208-527-3261.

**Dubois:** Reclassified as a Public Use Airport. For information contact: Virgil Valentine, Councilman, City of Dubois, P.O. Box 27, Dubois, ID 83423, Tel. 208-374-5241.

**Rexburg:** Gerald Taylor, P.O. Box 155, Rexburg, ID 83440, Tel. 208-356-6600.

**McCall:** Runway Length extended to 6100', New Medium Intensity Lighting System, Lighted Heliopad.

## LISTEN

From page 7

remember this: Airplane engines very rarely quit cold turkey. They are like people. They get sick and they complain fairly early. Most engine failures are the result of something breaking that has been ailing for a while. Not always, but usually.

Sometimes—rarely—they do just keel over, dead as a mackerel. Then you have to be ready for surprises. But if you learn your bird's lingo, there are ever so many surprises you can avoid.

**Dick Williams**  
*Super Cubs Pilot's Association*

## PRIORITIES

From page 4

- At radar approach control locations when a full approach procedure (procedure turn, etc.) cannot be approved, you should expect to be vectored to a final approach course for a practice approach which is compatible with the general direction of traffic at that airport.
- If you are conducting practice approaches you should be particularly alert for other aircraft operating in the local traffic pattern or in proximity to the airport.

**Dave Robinson,**  
*CFII, ATCS*

Idaho Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705

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